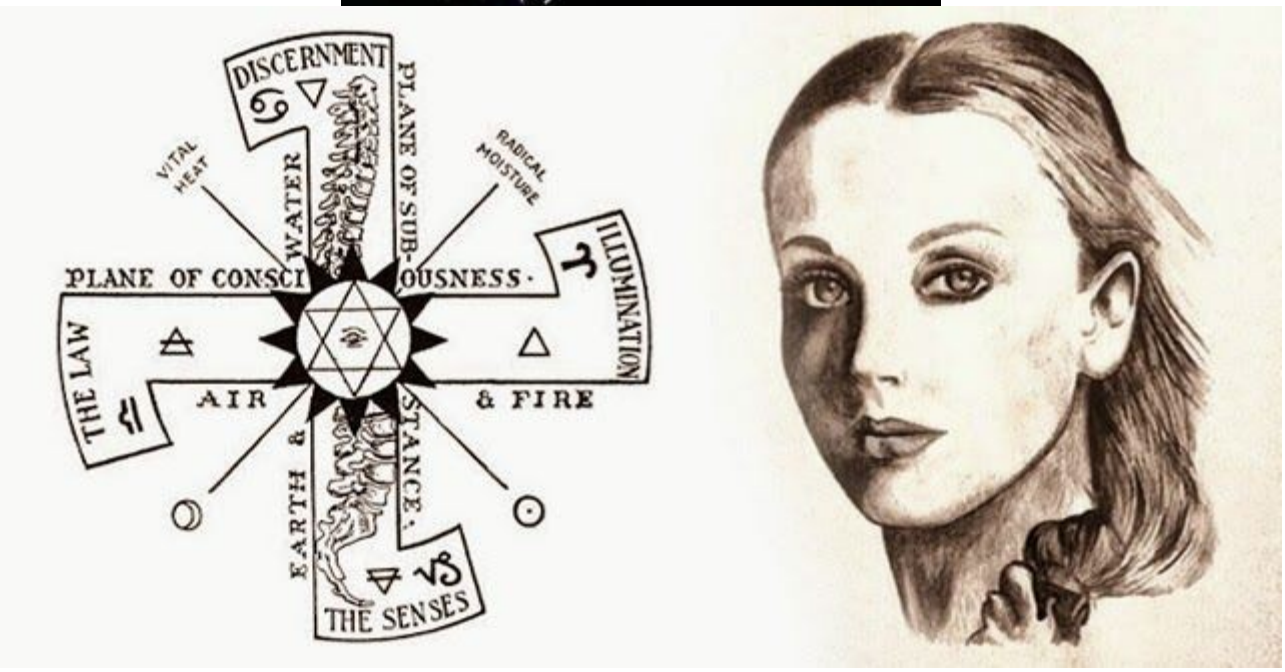
The Aldebaran Mystery...?

by **Jim Nichols**
from JimNicholsUFO Website



Dr. **Hermann Oberth**, who pioneered rocket design for the German Reich during World War II and later advanced rocket technology for the American manned space launches, cryptically stated,

> "We cannot take the credit for our record advancement in certain scientific fields alone; we have been helped."

When asked by whom, he replied:

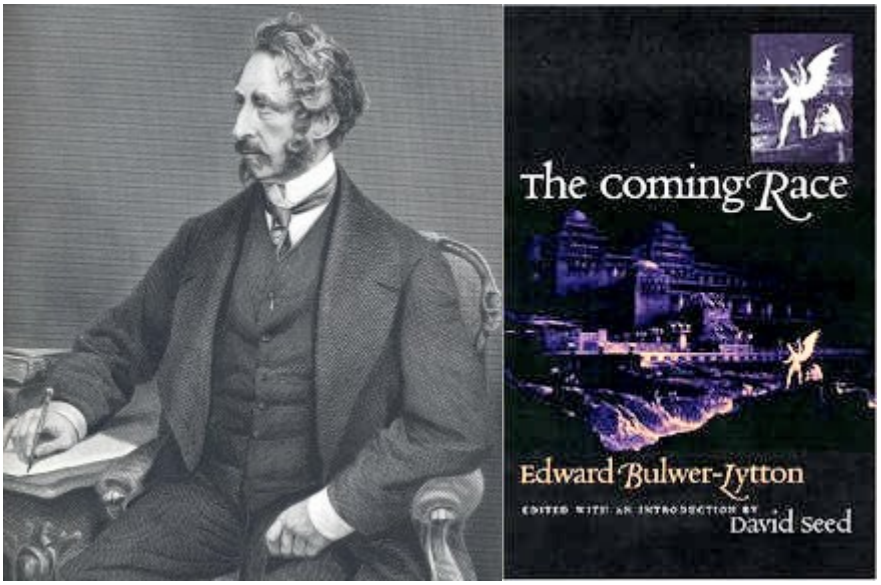
> "The people of other worlds."

Oberth's fellow associate space pioneer, who also served the Third Reich, **Werhner Von Braun**, echoed similar knowledge of the extra-terrestrial reality when he stated in 1959,

> "We find ourselves faced by powers which are far stronger than hitherto assumed, and whose base is at present unknown to us. More I cannot say at present. We are now engaged in entering into closer contact with those powers, and within six or nine months time it may be possible to speak with more precision on the matter."
> **From "Above Top Secret" by Timothy Good, William Morrow and Company, Inc. 1988.**

Just who were "the people of other worlds" that Dr. Oberth spoke of so blithely?

And were both of these esteemed German scientists making oblique reference to one of UFOlogy's most pervasive and tantalizing 'myths' - the alleged link between the Third Reich of pre-World War II Germany and… EXTRATERRESTRIALS?



Following military defeat of the First World War, certain occult secret societies emerged in Germany intent upon discovering clues to the existence of ancient lost civilizations that once flourished on this planet; civilizations that reportedly possessed remarkable, almost magical technologies that allowed them mastery of the seas and the skies and even inter-stellar space travel.

Inspiration to rediscover such technologies were found in a novel published in 1871 by Rosicrucian author **Edward Bulwer-Lytton**, entitled, "THE COMING RACE".

Lytton tells the tale of an intrepid explorer who discovers an advanced race of humans living within a vast subterranean world who call themselves "Vril-ya". These beings had formerly been surface dwellers until a global catastrophe not unlike the Old Testament flood, forced them to take refuge deep in the Earth.

The survival of this marvelous society was facilitated by their application of a force they referred to as "Vril".

> "…An explanation of which I understood very little, for there is no word in any language I know which is an exact synonym for Vril.
>
> I should call it *electricity*, except that it comprehends in its manifold branches other forces of nature, to which in our scientific nomenclature, differing names are assigned, such as magnetism, galvanism, etc.
>
> These people consider that in 'vril' they have arrived at the unity in natural energetic agencies, which has been conjectured by many philosophers above ground…"

It was supposed by some that Lytton's book was not altogether a work of fiction, and in fact, he was privy to secrets that lost Lemurian and Atlantean artifacts still existed in clandestine caches hidden in the Gobi Desert and Tibet.

And indeed, ancient Sanskrit texts from India describe civilizations that flourished before the great flood that possessed technologies beyond the understanding of modern science.

The epic poem 'Saramangana Sutradhara', makes reference to the construction of amazing flying machines…

> "Strong and durable must the body of the Vimana be made, like a great flying bird of light material. Inside one must put the mercury engine with its iron heating apparatus underneath.
>
> By means of the power latent in the mercury, which sets the driving whirlwind in motion, a man sitting inside may travel a great distance in the sky.
>
> The movements of a Vimana are such that it can vertically ascend, vertically descend, or move slanting forwards and backwards. With the help of machines, human beings can fly through the air and heavenly beings can come down to Earth."

German oriental scholars and occultists regarded such ancient myths with complete seriousness and during the lull between the First and Second World War, diligent efforts were put forth by both the ‘Thule’ and the ‘Vril’ secret societies to transform these myths into a viable technological reality.

Mastery of an occult force such as ‘Vril’ would not only assure German technical dominance–it would ultimately liberate Germany from any crippling co-dependence upon the international petroleum cartels dominated by Germany’s conquerors–the United States and Britain.

Initiates of both the Thule and Vril societies were determined to develop an ‘alternative science’ and ‘alternative technologies’ based on principles possessed by the great ‘lost’ civilization of Atlantis:

> "a spiritual 'dynamo-technology' superior to the mechanistic notions of modern science".

Thus to rediscover this source of universal free-energy and make it readily available as a benefit to the modern world became their goal.

Thule member, Dr. **W.O. Schumann** of the *Technical University in Munich*, declared,

> "In everything we recognize two principles that determine the events; light and darkness, good and evil, creation and destruction–as in electricity we know plus and minus. It is always; either–or…
>
> Everything destructive is of Satanic origin, everything creative is divine… Every technology based on explosion or combustion has thus to be called Satanic. The coming new age will be an age of new, positive, divine technology… "

Hence, the goal to harness ‘Vril’, Prana, the fundamental, limitless, cosmic life-force energy - a power source that would function harmoniously with our natural world - became an integral focus of these German secret societies.

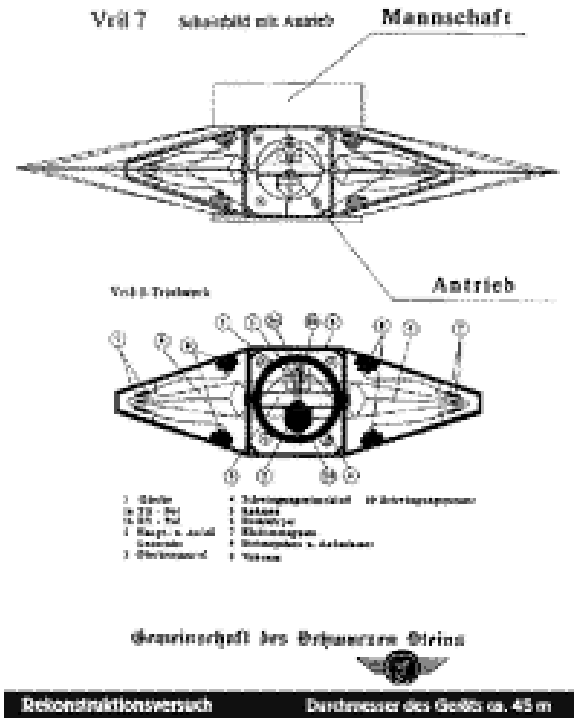
The medium **Maria Orsic** was leader of the 'Vrilerinnen', the beautiful young ladies of the *Vril Gesellschaft.*

Characteristically they all wore their hair in long horse-tails, contrary to the popular short bobbed fashion of their day, claiming their long hair acted as cosmic antennas that helped facilitate their contact with extraterrestrials beings from beyond.

According to the legend of the *German Vril society*, a fateful meeting was held in 1919 at an old hunting lodge near Berchtesgaden, where Maria Orsic presented to a small group assembled from the Thule, Vril and Black Sun Societies, telepathic messages she claimed to have received from an extraterrestrial civilization existing in the distant Aldebaran solar system, sixty-eight light years away, in the Constellation of Taurus.

One set of Maria's channeled transmissions was found to be in a secret *German Templar script* unknown to her. A second series of transmissions appeared to be written in an ancient eastern language, which Babylonian scholars associated with the Thule group, recognized as *ancient Sumerian*.

Maria Orsic along with Sigrun, another of the Vril Society's female mediums, began the task of translating these transmissions and discovered they contained instructions for *building a circular flight machine.*

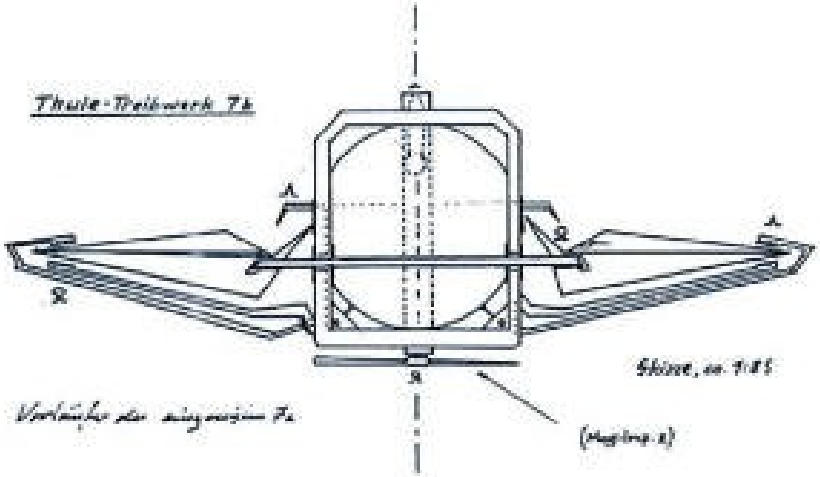


However, it should be important to consider the possible motivation behind the Aldebaran civilization's offer to assist the Vril Group and Germany.

Researcher **Wendelle Stevens** tells us that, rather than a militant gesture of aid to aggressive Nazis, the Aldebarans perceived an economic disparity in Earth cultures that fueled perpetual wars and conflict.

To alleviate this disparity the Aldebarans reasoned that by offering 'free-energy' technologies, used to create affordable mass transportation devices, a new innovative generation of industries, promoting prosperity and greater peaceful interaction between nations might result; thus diminishing violent wars.

Clearly such a plan resonated with members of both the Thule and Vril Societies and their dream for a utopian New World based on ‘alternative science’.



Upon studying these otherworldly, esoteric designs, Dr. **W.O. Schumann** and his associates from the University of Munich realized the channeling actually contained viable physics, and over the ensuing years construction was initiated to make this flying machine a reality.

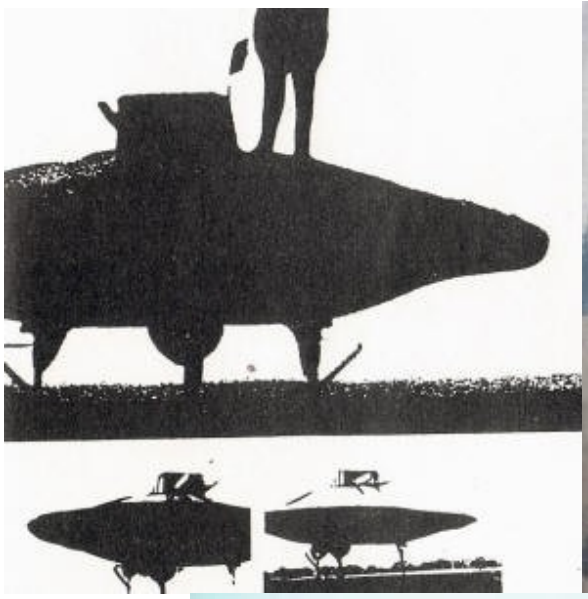
By 1922 development of a working prototype was underway. Meanwhile, Germany saw the inception of the National Socialist Party and Adolph Hitler’s rise to power, fueled in part by the utopian visions of a new world order inspired by the Thule and Vril Societies.

By 1934, the first manned test flight of the RFZ-1 took place.

However, the results were less than auspicious. Flown by intrepid World War I ace, **Lothar Waiz**, the craft wobbled to altitude of 60 meters, and upon landing, the pilot, managed to escape from the craft just in time before it spun out of control, ripping to pieces like a drunken top. Before the end of that year a much improved version, the five meter RFZ-2, was test flown successfully and eventually flying disc development was taken over by Division SS E-IV of the Nazi military.

The fundamental physics were as simple as a child’s spinning gyroscope - circular discs spun in counter-rotation create an anti-gravity effect; an effect as timeless as that described by the Old Testament prophet Ezekiel and his ‘fiery chariot’–"a wheel within a wheel."

Had the Hebrew patriarch been witness to a flying machine from Aldebaran?



Contrary to his professed aim to create a world of cosmic harmony, Hitler sent his Panzer tanks and infantry into Poland in 1939, thus precipitating the altogether destructive Second World War.

And despite the fact that he also outlawed all secret societies in Germany, the Thule and Vril Gesellschafts maintained their autonomy, and development of Vril levitating saucer craft continued, despite funding competition from conventional Luftwaffe war-production imperatives.

Aero-Technical Unit V-7 designed a number of hybrid saucers that combined both exotic anti-gravity and conventional turbojet propulsion systems, creating vertical lift craft that were essentially precursors to modern helicopters.

However, the distinctly separate SS E-IV Unit, bore the sole responsibility of developing Hitler's dream of free-energy propulsion.

By 1941, the successful Vril-2 levitation craft was employed for transatlantic reconnaissance flights. The RFZ-2 craft employed the "Schumman-Levitator" drive for vertical lift and when activated, the craft displayed effects commonly described in many UFO accounts; blurring of visible contours, and luminous ionization colors relative to the craft's engine acceleration; varying from orange to green, blue to white.

As well, the craft made radical 90 degree turns characteristic of UFO flight.

Tragically, the Reich diverted *the peaceful intent of the Alebaran's levitation technology*, and following the success of the RFZ-2, a single pilot combat model was designed.

The advanced Vril-1 Fighter was capable of 12000 km/h with full speed right angle turns with no adverse G-effects on the pilot.

Since the craft flew in a self-contained envelope of *its own gravitational field*, the pilot experienced no sense of motion or inertia.

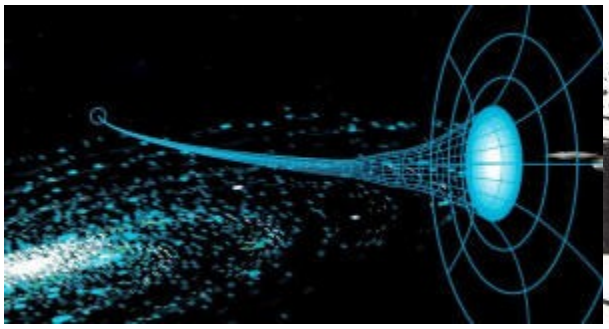
Empfehlung:

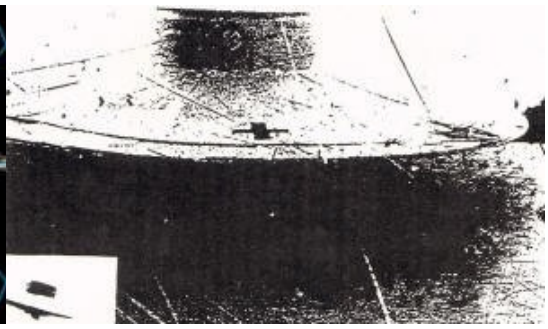
Beschleunigte von Abschlußerprobung und Produktion „Haunebu II" + „VRIL I"

Subsequent levitation-craft advances between 1941 and 1944 spawned the "Haunebu" series, the ‘heavy hitters’ of Reich’s saucer fleet.

Development of powerful tachyon magneto-gravitic drives - "Thule-Tachyonators" (speculated to be large spheres of vertically rotating mercury) - allowed design of 75 foot diameter armored saucer ships equipped with armaments such as Panzer-tank cannon turrets mounted to the underside.

Other craft were equipped with klystron laser cannons.





By Christmas of 1943, medium Maria Orsic of the *Vril Gesellschaft*, claimed that subsequent transmissions from Aldebaran revealed there were two habitable planets orbiting that star and that the ancient Mesopotamian civilization of Sumeria was linked to earlier colonies of Aldebaran explorers.

The seers discovered that the Aldebaran written language was identical to that of the Sumerians and was phonetically similar to that of spoken German. It was also revealed that a ‘dimension channel’ or ‘worm-hole’ existed connecting our two solar systems.

Thus in January of 1944, possibly aware that Germany’s war efforts were faltering, Hitler and Himmler authorized an audacious plan to send a Vril-7 saucer ship into the dimensional channel, perhaps to secure assistance from the Aldebaran civilization.

The venture resulted in near disaster, the Vril-7 returned with its hull reportedly aged as if it had been flying for a hundred years and its surface damaged in several places.

Meanwhile, the Allies sampled an unpleasant taste of the deadly weapons potential of German saucers.

In 1944 a massive bombing raid was launched against the critical ball-bearing plant at Schweinfurt. Within a matter of hours a squadron of ten to fifteen Nazi discs managed to shoot down as many as one-hundred and fifty British and American bombers - one quarter of the entire bomber contingent.

Still, facing overwhelming odds, the crumbling Reich lacked sufficient saucer squadrons to turn the tide.

With the military fate of the Reich in doubt, an ambitious, energetic General rose within the SS inner circle elite to a level of power that rivaled perhaps that of even the Fuhrer himself.

Hans Kammler, a protégé' of Heinrich Himmler, had earned a reputation with his skills for rapid development and implementation of underground manufacturing facilities, and vast mobilization of slave labor consignments from concentration camps.

By 1945 Kammler had secured control over all top secret SS projects that were missile or 'aircraft' related.

Certainly Vril projects would have been one of his foremost priorities. Cunning and shrewd, Kammler easily bore the qualifications to master mind construction of 'special projects' facilities at the South Pole.

And as of April 17, 1945, Kammler disappeared from Germany, presumably escaping capture aboard a lumbering, six engine Junkers 390 Amerika bomber, bound for an unknown destination.

Neither was military assistance forthcoming from Aldebaran, but perhaps safe haven was offered instead, as a massive 250 foot diameter Haunebu III dreadnaught armed with four, triple-gun, heavy caliber naval turrets and capable of space flight was allegedly completed by April of 1945.

With the specter Russian, British and American armies all relentlessly advancing on the German heartland, supplies, scientists, and saucer components were being steadily evacuated from Europe by U-boats to secret enclaves in Germany's Antarctic colony - *Neuschwabenland*.

Just one month prior to the Haunebu III's completion a cryptic message was sent by Maria Orsic to all members of the Vril Society, simply stating "None are staying here."

The psychic medium Maria was never heard from again, perhaps having escaped - like Kammler - to South America, the Antarctic, or possibly even… Aldebaran!

The question remains, was she Kammler's collaborator or captive?

By inevitably seizing the rocket facilities and personnel at Peenemunde, the advancing Allied Army leadership was only too well aware of how dangerously advanced German technology had become.

Despite the Third Reich's unconditional surrender in 1945, a potential Nazi threat still haunted Allied intelligence. Had the German High Command sacrificed its European operation to buy time for installation of a 'fall-back' position in the Antarctic, capable of launching future retaliations from its South Polar redoubt?

Post-script to this legend is the account of "Operation High-Jump".

In January of 1947, an American military task force, complete with thirteen ships including, an aircraft carrier, seaplanes, helicopters and 4000 combat troops was dispatched to the Antarctic under the command of Admiral **Richard E. Byrd**, for the stated purpose of 'mapping' the coastline.

This task force was provisioned for an eight-month polar stay, but after eight weeks and an undisclosed loss of planes and personnel, Byrd withdrew his forces.

Rumor was, Byrd encountered overwhelming hostile action, he described as,

> "fighters that are able to fly from one pole to another with incredible speed."

He also intimated that he had in fact engaged a German contingent being assisted as well by an 'advanced civilization' with formidable technologies...

Whatever occurred with Byrd's expedition at the South Pole remains shrouded in mystery since all reports, including Byrd's personal log entries, remain classified.

Also, it should be noted that *Operation High-Jump* was originally organized by Secretary of the Navy, **James Forrestal**. But later, in 1949, Forrestal was sent to convalesce for a nervous breakdown at Bethesda Naval Hospital. However, after allegedly ranting to hospital staff about the Antarctic, UFOs and an underground Nazi city, Forrestal was denied all visitors and shortly thereafter, *died in a fall from his hospital room window*.

His death was labeled a 'suicide'.

But again, considering the question posed at the outset of this essay,

- Could the 'advanced civilization' suggested by Byrd be the same extraterrestrials alluded to by both Von Braun and Oberth?
- Could these "people of other worlds" be Germany's mysterious allies from Aldebaran?

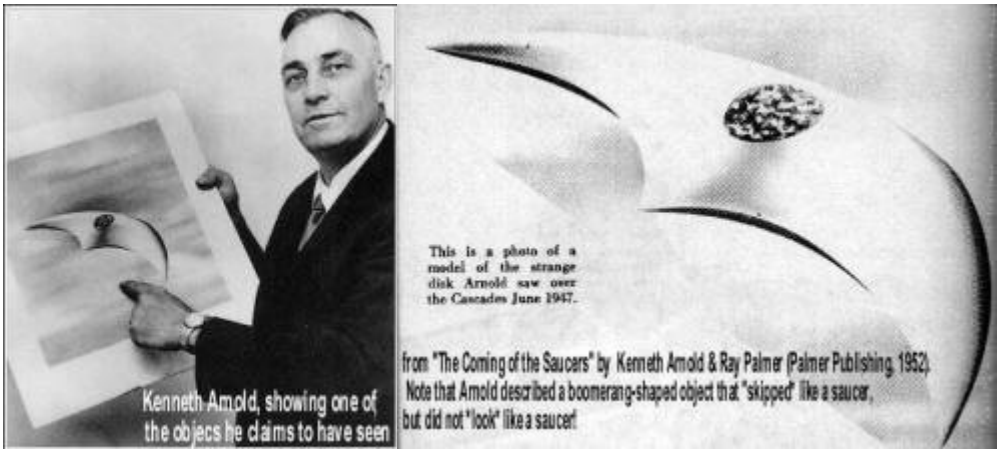
Such is the legend of 'Vril' and the Third Reich's levitating disc projects.

Of course, had all discussion of 'flying saucers' ended in 1945 it would be perfectly simple to dismiss the whole myth as preposterous nonsense. However, as we well know, persistent reports of UFOs and circular flying craft have remained a ubiquitous enigma worldwide for all the decades since World War II. And as long as this mystery goes unanswered the riddle of Nazi saucers will remain an urgent paradox that spins a kaleidoscope of demanding questions.

Viewed from the aspect of classical physics, the whole myth is easily dismissed as fanciful rubbish; the fairy tale notions of occult channeling with *space brothers* from Aldebaran, and Nazis armed with flying saucers and ray-guns sounds like *the most outrageous science fiction!*

However, this same legend reconsidered from the radically altered view of Quantum physics takes on dramatic plausibility!

- Was the Vril Society simply making practical application of the 'Unified Field"?
- Is Vril or "the unity in natural energetic agencies" that Edward Bulwer-Lytton described, far from pulp fiction, but a remarkably accurate description of zero-point energy that pervades the entire universe?
- Did ancient lost civilizations of Earth share understanding with extraterrestrial civilizations among the stars that the universe is in fact a single consciousness and simultaneously an ocean of limitless energy?
- Could it be that a handful of daring German visionaries discovered secrets of harnessing this energy?
- And ultimately, who were the REAL victors in World War II?
- Did a contingent of German physicists and engineers and military personnel successfully drop off the grid in 1945 and establish a new colony, totally self-sufficient and independent of the global petroleum cartels?
- And are the fundamentals of free-energy production fully known and deliberately withheld, at the cost of destroying our environment, merely to serve the greed of multi-national corporate and banking interests to this day?
- And is this 'free-energy' propulsion the ultimate secret behind the UFO cover-up?



Of course, in the years immediately following World War II, the German saucer mystery compounded even more. In June of 1947 a private pilot named **Kenneth Arnold** reported a formation of nine shiny objects speeding along at an unprecedented speed of 1600 mph in the vicinity of Mt. Rainier, Washington.

In Arnold's words, the craft flew "*like a saucer would if you skipped it across the water*."

Hence the press seized upon his words and launched the public fascination with "Flying Saucers". However, Arnold actually described the craft as more crescent shaped, like 'flying wings' - which coincidentally was another air form perfected by the German *Horton Brothers*, during the war.

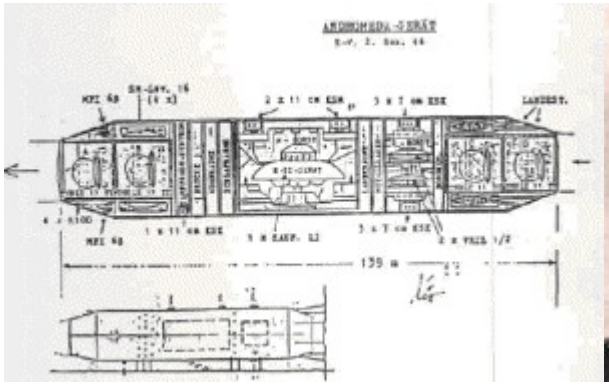
It was suspected that captured German aircraft were being studied in a joint U.S./British facility in western Canada close to Washington state.

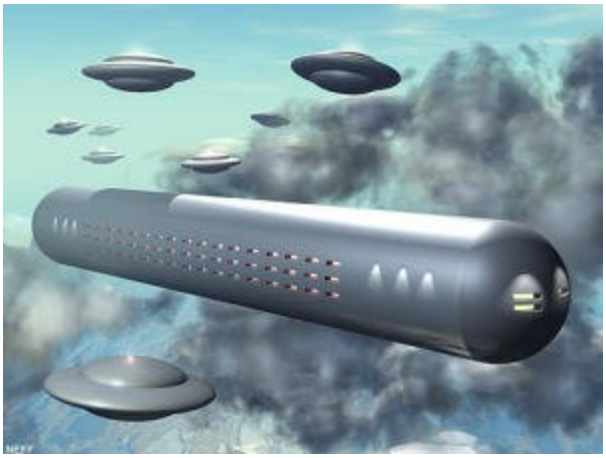
Four months later, in September of 1947, just eight months after Admiral Byrd's aborted mission to the Antarctic, the Strategic Air Command undertook a detailed mapping and reconnaissance mission of the North Pole.

An extensive B-29 support base was established at Ft. Richardson, Alaska. But aside from cameras, these bombers were crammed with state-of-the-art, electromagnetic scanners, sensors and magnetic emissions detectors.

And, just as Byrd described, 'high speed craft capable of flying from pole to pole', were again encountered at the Arctic as well. Debriefed flight crews reported seeing metallic vertical lift saucers parked on the ice packs, flying in and out of the water as well as dogging the B-29s.

All evidence, tapes, film canisters and documentation were immediately classified and rushed back to Washington D.C.





According to the captured records, the Germans also had plans to build a ‘Zeppelin’-sized levitating cylinder ship called the "Andromeda" machine.

This 330 foot behemoth was capable of carrying as many as five of the smaller Vril and Haunebu scout ships. In the early 1950’s a California man named George Adamski photographed a UFO remarkably similar to this design.

Later, Adamski claimed to have contact with a ‘Nordic’ looking extraterrestrial near Desert Center, California, who claimed to be from the planet Venus.

However, it should be noted that photographs of the little scout craft this alien flew show a design virtually identical to the German Haunebu II.

Though Adamski was later debunked as a fraud, reports of UFOs identical to the 'Venusian scout ship' continued to surface world wide.

In 1954, President **Dwight Eisenhower** was allegedly secreted away to a meeting with Extraterrestrials at MUROC airfield near Palm Springs, California.

One particular group was reported to be ‘Nordic’ looking and they offered Eisenhower Free-Energy technology in exchange for nuclear disarmament - Ike declined!

And as the story goes, these ‘Nordic’ ETs subsequently met with Pope Pius XII at the Vatican as well.

And of course it remains common knowledge that during the war Germany had cordial relations with Argentina and other Latin American countries, and by a curious 'coincidence' even today UFOs are commonly reported the full length an breadth of South America, along with tales of hidden German bases in the ice peaks of Peru and the vast jungles of Brazil…

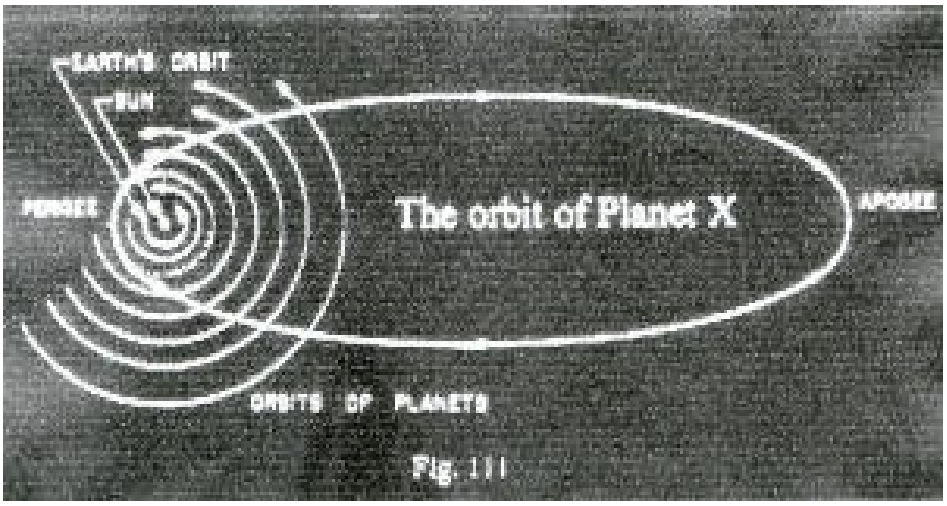
Consider this suspiciously familiar object allegedly photographed near Lima, Peru in 1973.

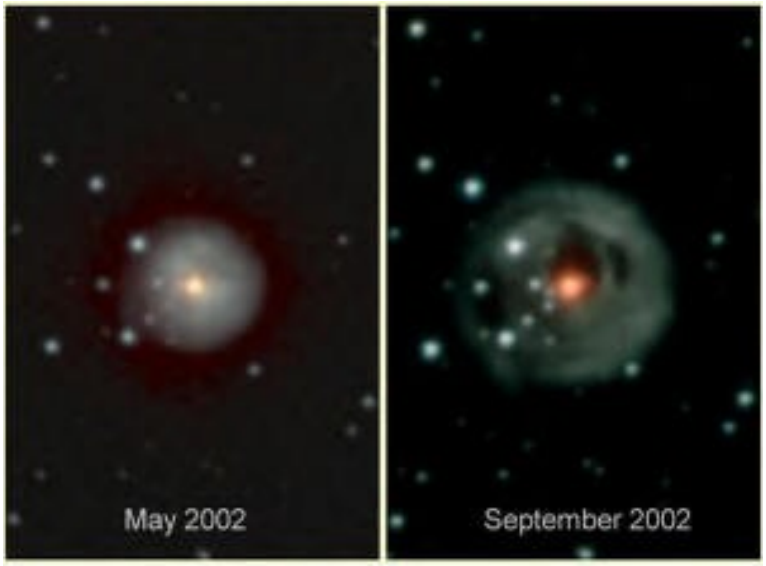
But perhaps the most blatant inference of a German connection with UFOs comes from the famed **Billy Meier** case in Switzerland.

In 1975, thirty years after the disappearance of the Vril society leaders, a Swiss farmer claimed to have contact with a girl from the ‘Pleiades’, who bore the pseudonym, "Semjase" and a striking resemblance to the ‘Vrilerinnen’ from 1919.

This space girl also wore long blonde hair, spoke in fluent Austrian-German and candidly shared comprehensive knowledge about the German saucer projects of World War II.

Were Semjase’s ‘beamships’ actually contemporary versions of the old Haunebus?





And yet, the riddle remains that, were the surviving modern remnants of the Third Reich to actually possess such vastly superior technology,

- Why then would they not simply flex their muscle and conquer the world in one final swift stroke?
- Or did they realize such a victory might ultimately be a futile gesture?

Suppose the Reich survivors learned from their Aldebaran mentors the secret the ancient Sumerians possessed - that, in a regular 3600 year cycle, the surface of planet Earth is devastated by the passing of a dwarf-star which is companion to our solar system.

And that this Dark Star was calculated once again to swing through the inner planets *during the early years of the 21st Century.*

Such a monumental event would grant the "Thousand Year Reich" a meager seventy year or so life span.

- Thus might the Reich survivors not wisely choose to disappear from the surface world and develop hardened underground ’shelters’ in the remote wastes of Antarctica, patiently preparing to safely ride out the Dark Star’s passing?
- Do we dare suppose that a contemporary generation of subterranean Reichskinder secretly continue to advance their limitless scientific wonders, content to allow the ignorant, expendable ’surface dwellers’ to choke in the poisoned atmosphere of their internal-combustion, junk-technology, automobiles, airplanes and industries?
- Could it be that all the incredible levitating machines and free-energy technologies envisioned by the Thule and Vril Societies are being carefully held in reserve for the promised ‘New Age’; a future time when Earth has recovered from the agonies of its Dark Star’s encounter…?

We may discover the answers to these questions sooner than we realize!

Meanwhile, the quest to solve the mysteries of Nazi saucers and the secrets from Aldebaran, certainly has gained more relevance to our present world here in the first decade of the 21st Century. It seems an irony that, much like pre-World War II Germany, we find Western Civilization dangerously dependent upon foreign petroleum sources dominated by hostile Muslim nations.

Is there a free-energy/anti-gravity answer to this dilemma?

And lastly, there has surfaced the mystery of the TR-3B. Allegedly one of the latest high-tech, USAF stealth aircraft rumored to be operational is the ‘Astra’, otherwise known as the TR-3B.

This craft is delta shaped and capable of vertical lift, as well as all the other radical moves commonly associated with UFOs. This baby comes in two sizes, one 300 feet long and one 600 feet long. Its propulsion is described as "Magnetic Field Disruptor" [anti-gravity], created by spinning mercury plasma at 50,000 rpms, pressurized to 250,000 psi.

This reduces the craft’s gravitational mass by 89%. Multi-mode impulse rockets at each corner of the delta configuration supply the remaining 11% propulsion. Could this plane be *the ugly stepchild of the Haunebu III??*

It is interesting to note that in ancient India, the name "Astra’ referred to a ‘terrible’ airborne weapon…

If such aircraft technology seems too far-fetched, one might consider this statement from former director of Lockheed’s ‘Skunk-Works’ at Area-51, **Ben Rich**…

> "We already have the means to travel among the stars, but these technologies are locked up in ‘black-projects’ and it would take an act of God to ever get them out to benefit humanity."

Rich is also quoted as saying,

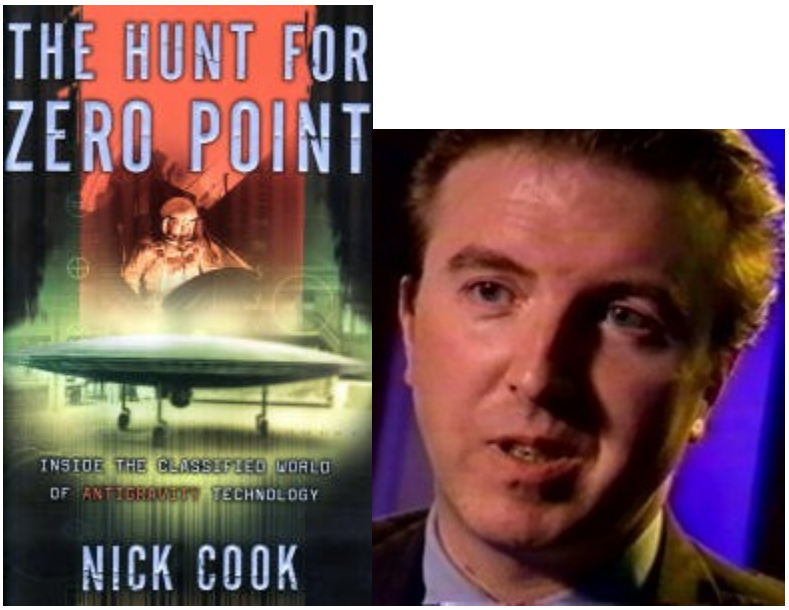
"Anything you can imagine we already know how to do."

Author's Disclaimer

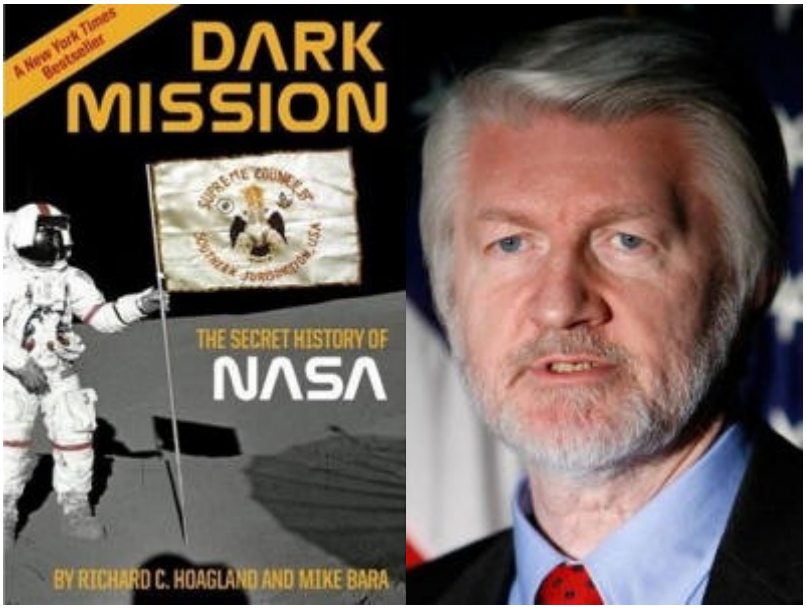
The preceding text is virtually all ‘legend’. There is no absolute, conclusive evidence to fully verify the authenticity of such a tale.

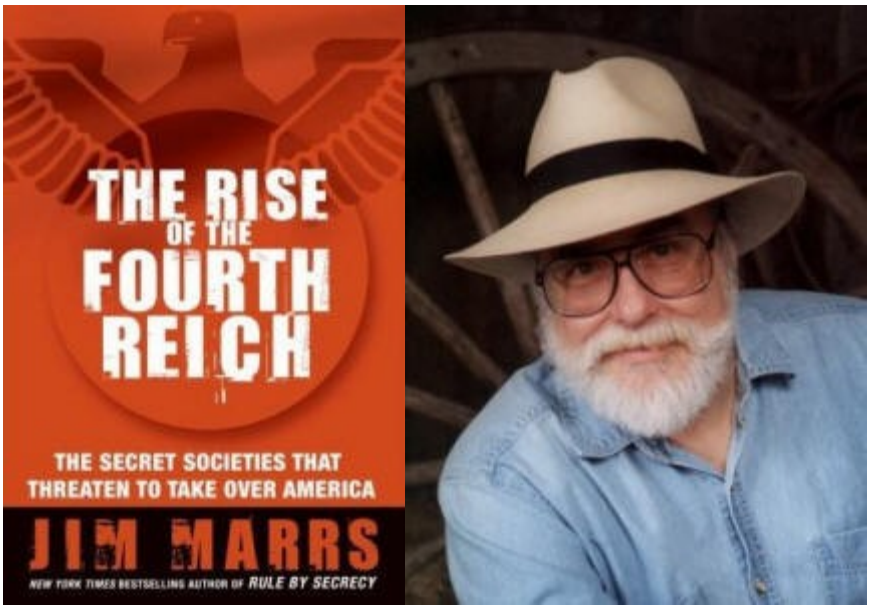
I’ve cobbled this together from the writings of Jan Van Helsing, Vladimir Terziski, Wendelle Stevens and a website called ‘Grey Falcon’, as well as the video, UFO Secrets of the Third Reich.

Nick Cook's new book, The Hunt for Zero Point, sheds important new light on advanced, hitherto unrevealed, Nazi technologies.



And in addition, I highly recommend two new books, *Dark Mission*, by **Richard Hoagland** and *The Rise of the Fourth Reich*, by **Jim Marrs** that follow the post-war trail of insidious covert Nazi influence into American politics, military and space exploration, right up to the present day.





The bottom line has two options; either the whole story is pure fantasy, or Nazi secrets of anti-gravity were gobbled up at the end of the war by Allied Intelligence and given a security classification *Above-Top-Secret*, with all evidence meticulously hidden or destroyed.

However, it should be noted that anti-gravity propulsion systems, such as *the Vril legend* suggest, would make all aerospace and avionic technologies obsolete overnight - and these are huge multi-billion dollar industries directly tied to the international petroleum cartels. Surely these combined military/industrial interests would possess the means and the motive to obliterate any conclusive history of German anti-gravity research.

Allegedly the Rockefeller Foundation paid $139,000.00 in 1946 to commission the publishing of an "official" history of World War II that deleted any and all references to the mystical and occult interests of the Third Reich.

One of the Rockefeller Foundation’s major contributors was…Standard Oil!

Nichols
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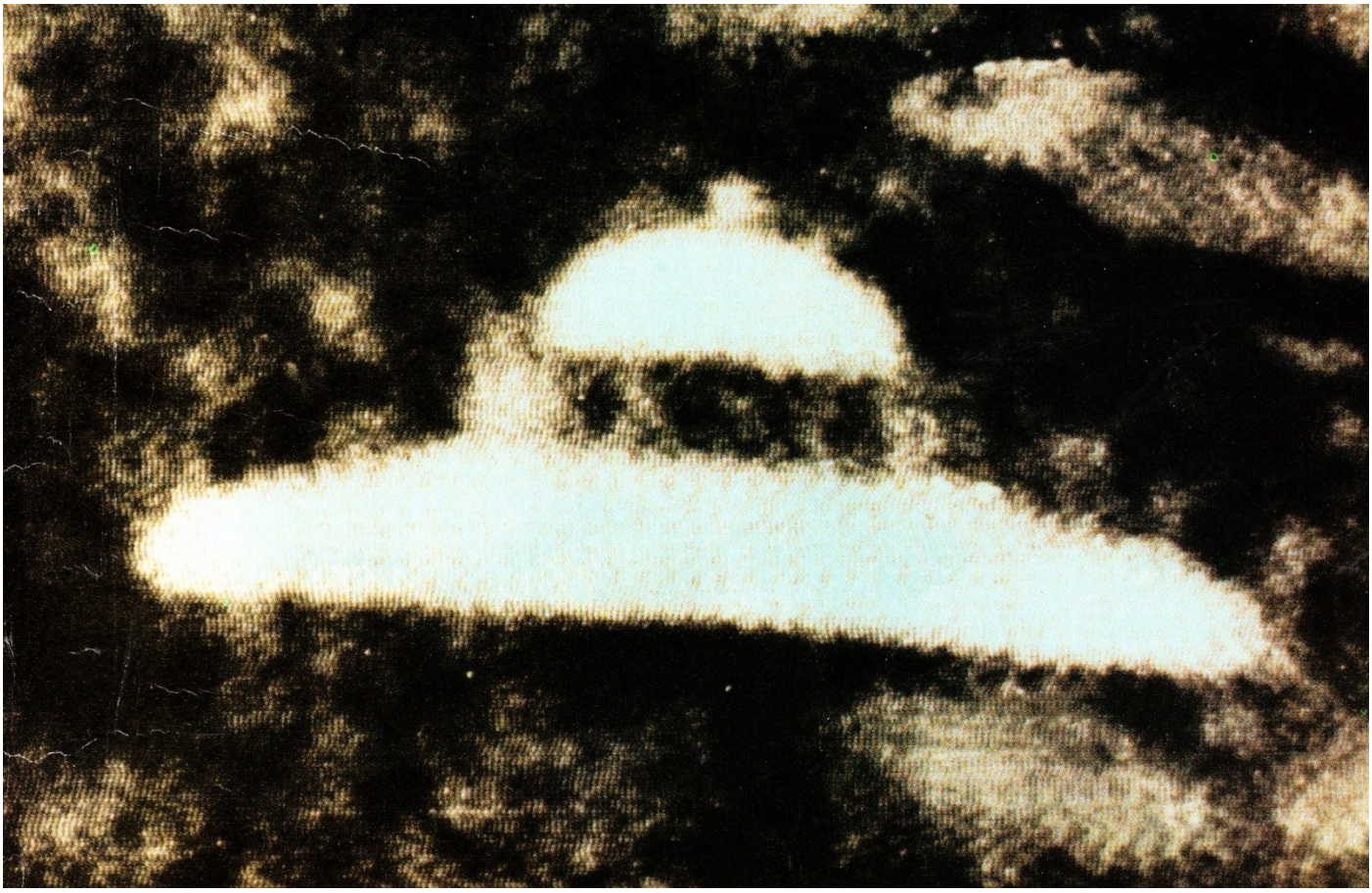
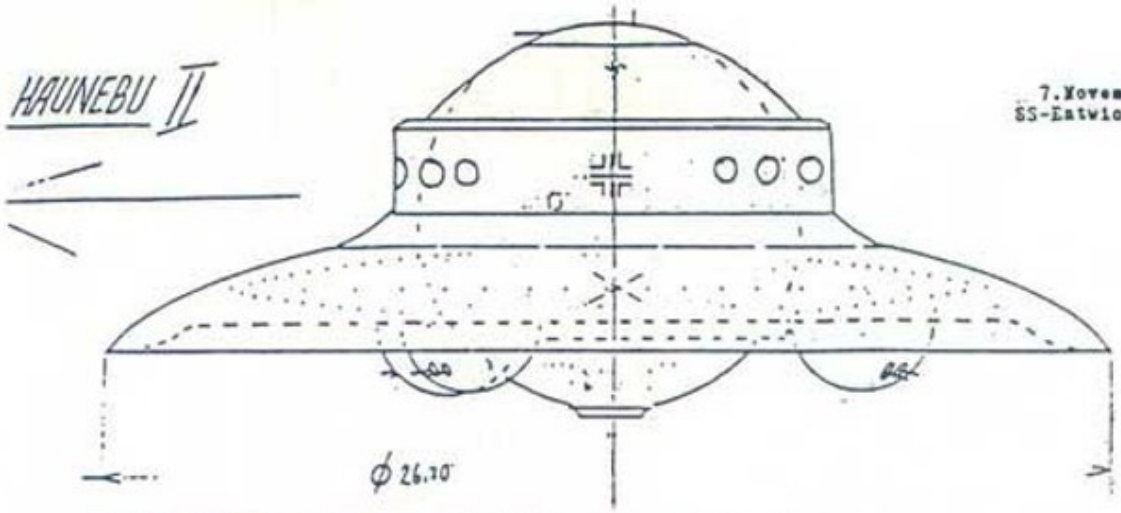




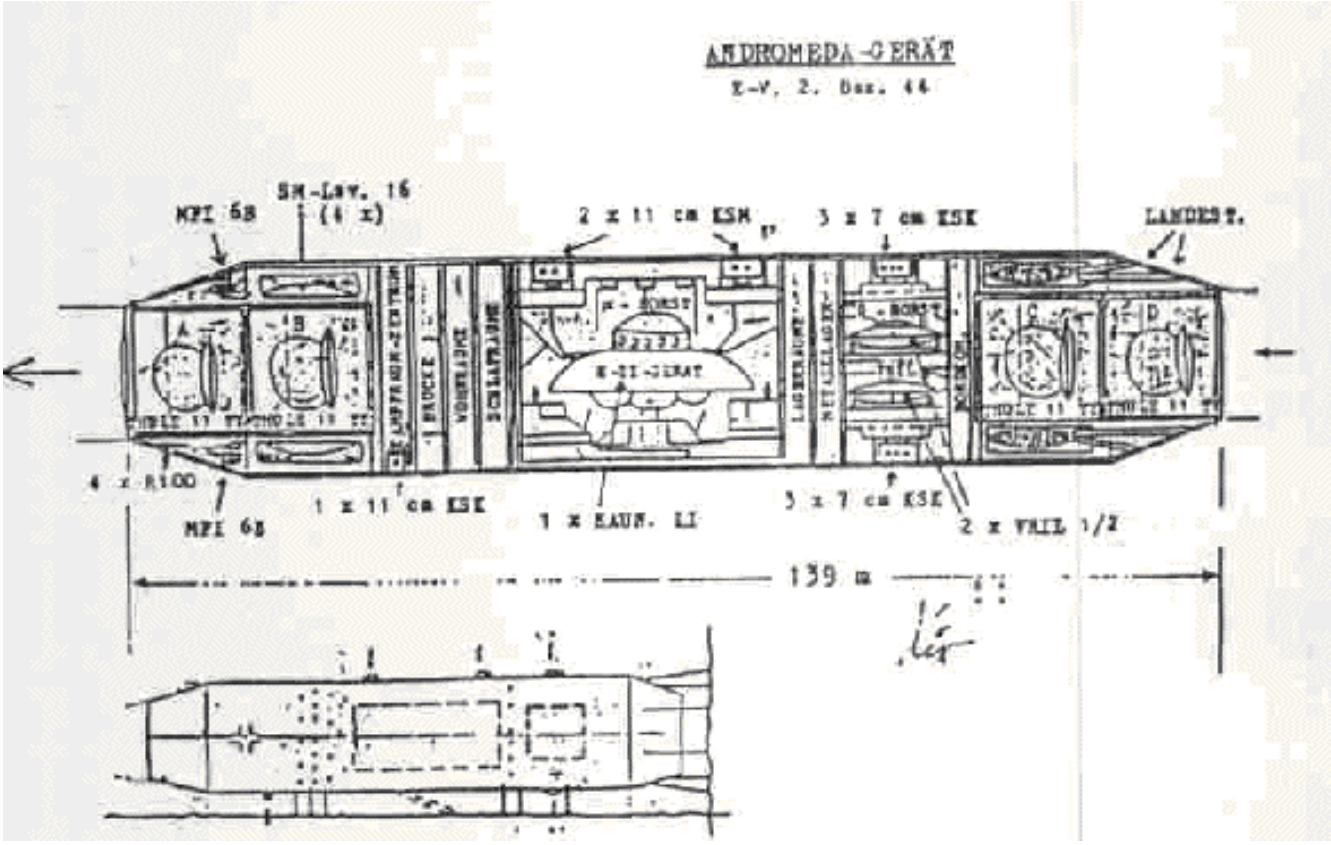
MITTELSCHWERER BEWAFFNETER FLUGKREISEL, TYPE „HAUNEBU II"

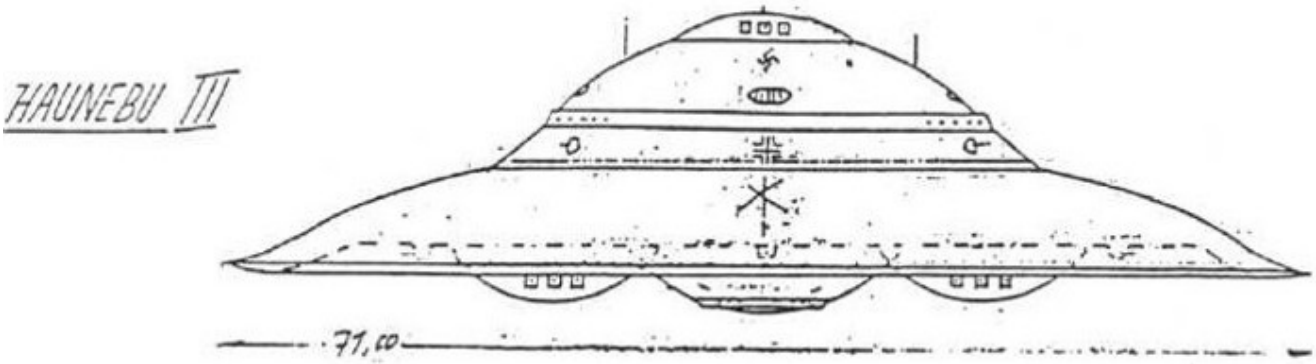
Durchmesser: 26,3 Meter
Antrieb: „Thule"-Tachyonator 7c (gepanzert: Ø TY.-Scheibe: 23,1 Meter)
Steuerung: Mag-Feld-Impulser 4a
Geschwindigkeit: 6000 Kilometer p.Stunde (rechnerisch bis ca. 21000 möglich)
Reichweite (in Flugdauer): ca. 55 Stunden
Bewaffnung: 6 8 cm KSK in drei Drehtürmen, unten, eine 11 cm KSK in einem Drehturm, oben
Außenpanzerung: Dreischott-„Victalex"
Besatzung: 9 Mann (erg. Transportvern. bis zu 20 Mann)
Weltallfähigkeit: 100 %
Stillschwebefähigkeit: 17 Minuten
Allgemeines Flugvermögen: Tag und Nacht, Wetterunabhängig
Grundsätzliche Einsatztauglichkeit (V7): 85 %

Verfügbarkeit „Haunebu II" (bei weiter gutem Erprobungsverlauf wie V7) ab Oktober. Dann Serienherstellung ab Jahreswende 1943/44, jedoch noch ohne verbesserte Kraftstrahlkanone „Donner-Rak IIIV", deren Frontreife nicht vor Frühsommer 1944 angenommen werden kann.

Vom Führer verlangte hundertzehnprozentige Einsatzreife rundum kann allerdings nicht vor Ende nächsten Jahres erwartet werden. Erst ab etwa Serie 9.

Bemerkung zuständige SS-Entwicklungsstelle IV: Die neue deutsche Technik-und, damit vor allem Flugkreisel und KSKs-wird wegen der noch zeitraubenden Herstel-

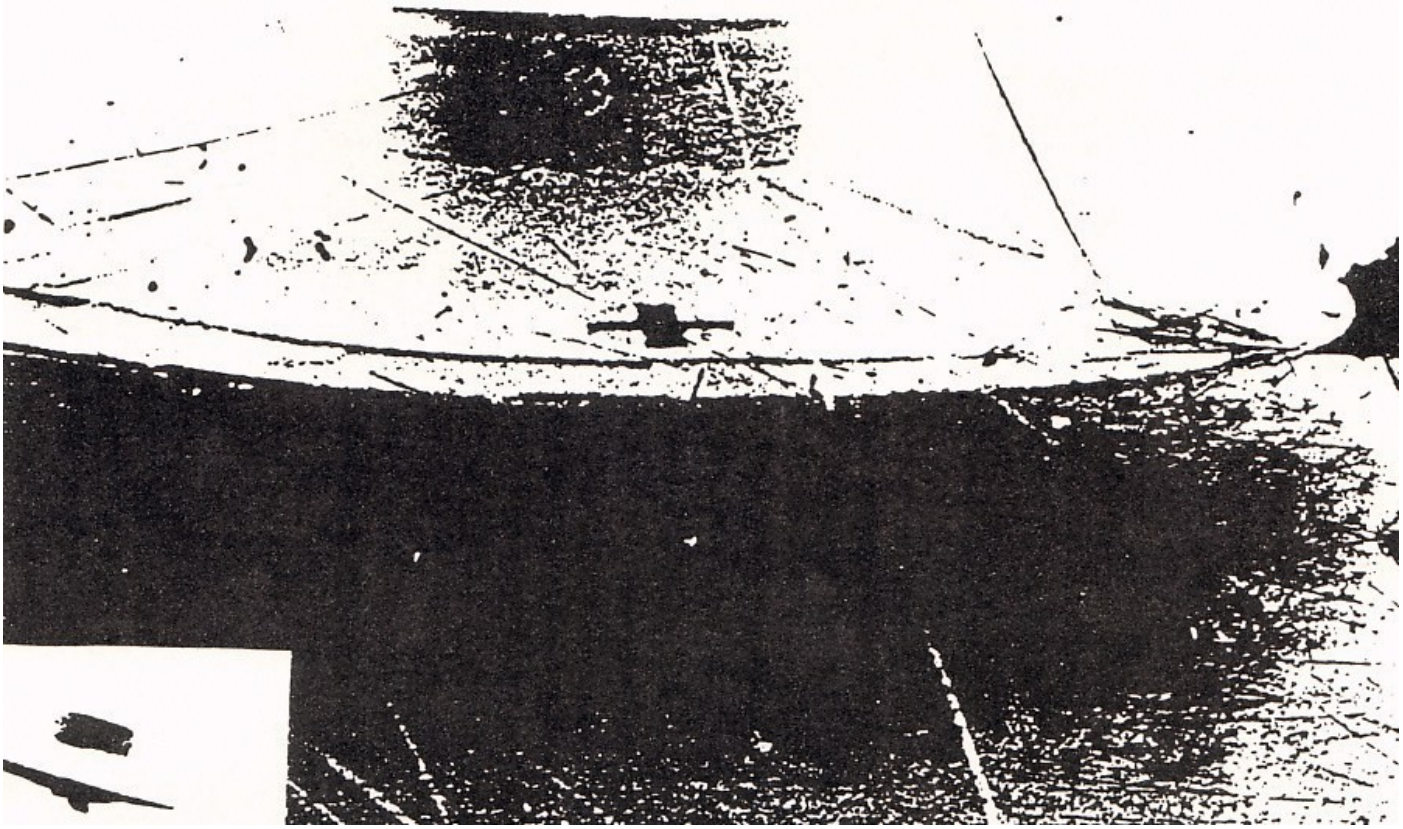




SCHWERER BEWAFFNETER FLUGKREISEL „HAUNEBU III"

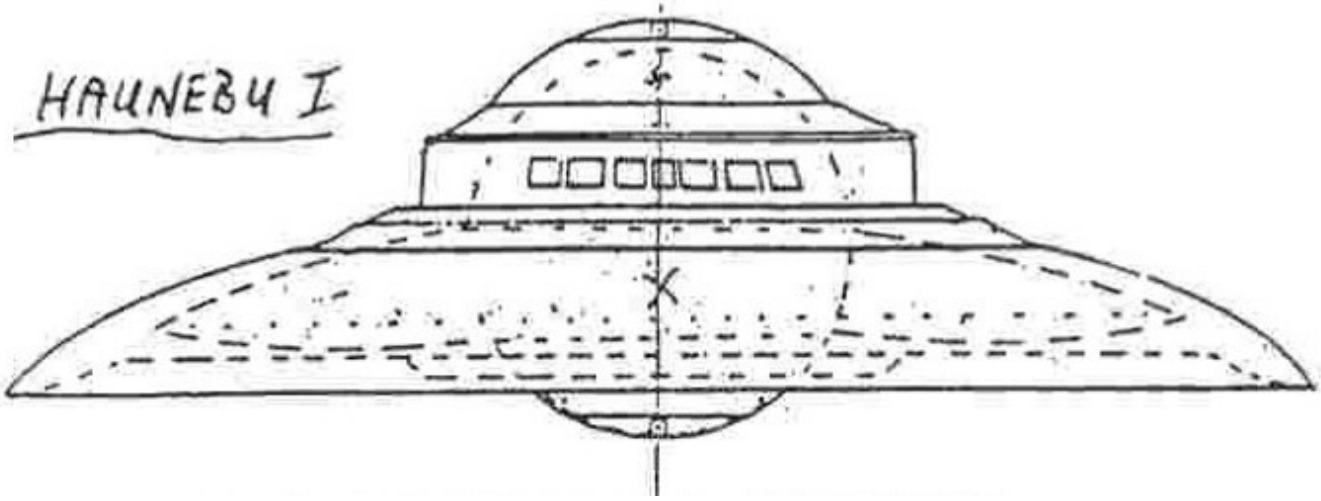
Durchmesser: 71 Meter
Antrieb: Thule-Tachiosator 7o plus Schumann-Levitatoren (gepanzert)
Steuerung: Mag-Feld-Impulser 4a.
Geschwindigkeit: ca. 7000 Kilom.p.Stunde (rechnerisch bis zu 40000)
Reichweite (in Flugdauer): ca. 8 Wochen (bei S-L-Flug 40% mehr)
Bewaffnung: 4 x 11cm KSK in Drehtürmen (3 unten, 1 oben), 10 x 8cm KSK in Drehringen plus 6 x Mk 108, 8 x 5cm KSK ferngesteuert
Außenpanzerung: Dreischott-Viotalen
Besatzung: 32 Mann (erg. Transportverm. max. 70 Personen)
Weltallfähigkeit: 100 %.
Stillschwebefähigkeit: 25 Minuten.
Allgemeines Flugvermögen: Wetterunabhängig Tag und Nacht
Grundsätzliche Einsatztauglichkeit: Etwa 1945.

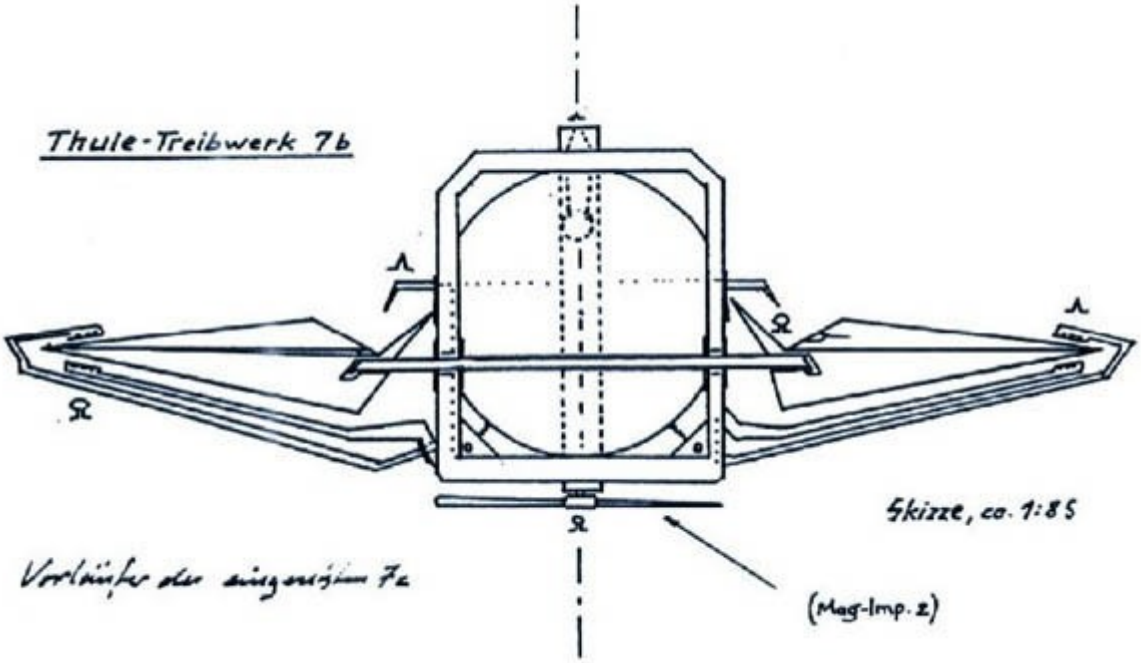
Bemerkung: SS-X-IV hält den Hinweis für notwendig, daß in „Haunebu III" ein großartiges Werk deutscher Technik im entstehen ist, wegen der allgemeinen Materiallage aber alle Kräfte auf das schneller verfügbare Haunebu II gesetzt werden sollten.
Gemeinsam mit dem leichten Flugkreisel „Vril" der Schumann-Gruppe könnte „Haunebu II" die von Führer aufgestellten Forderungen sicherlich erfüllen.



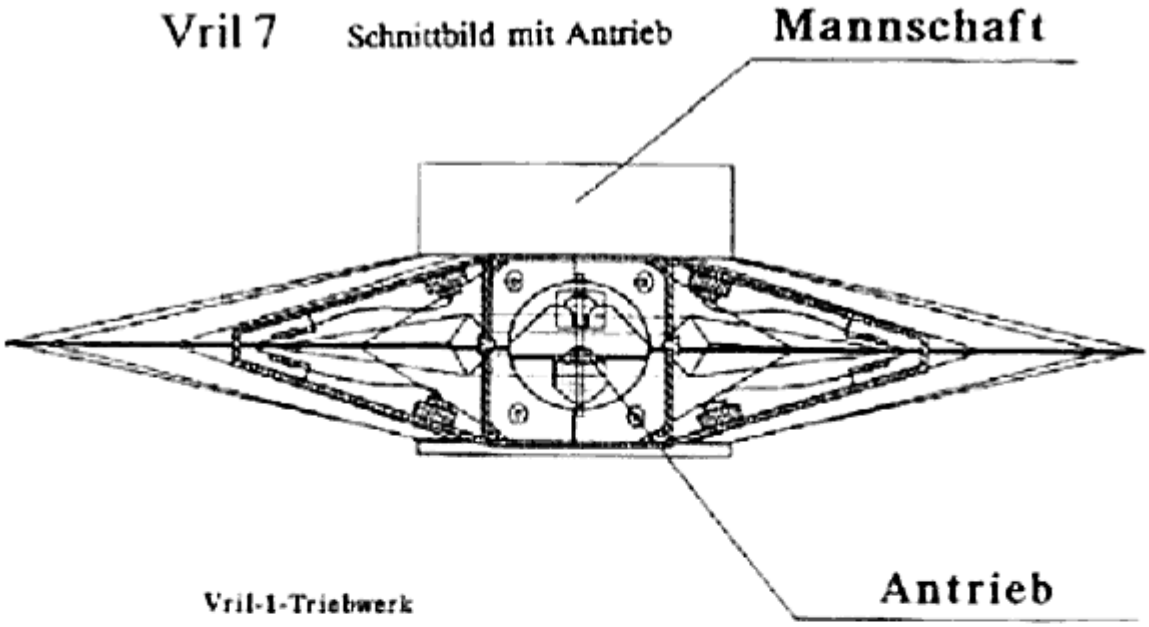
Zmpfehlung:

Beschleunigen von Abschlußerprobung
und Produktion „Haunebu II"
+ „VRIL I"

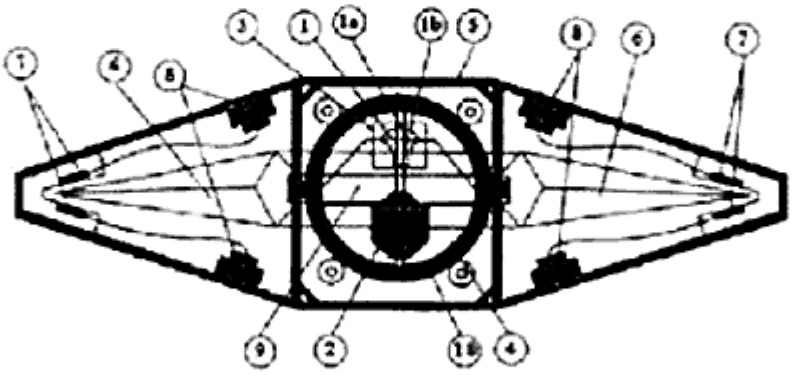




Vril 7 Schnittbild mit Antrieb



Vril-1-Triebwerk



1 Glocke
1a YX - Pol
1b XY - Pol
2 Haupt- u. Anlaß Generator
3 Glockenmantel
4 Schwingungseinschluß
5 Rahmen
6 Drehkörper
7 Elektromagnete
8 Stromspeiser u. Aufnehmer
9 Vakuum
10 Schwingungspeiner

Gemeinschaft des Schwarzen Steins

Rekonstruktionsversuch **Durchmesser des Geräts ca. 45 m**

Pleiades
Alcyone
Eta
Delta-2
Hyadum II
Delta-3
Delta-1
Lambda
Ain
Epsilon
Auriga
Hyades
Aldebaran
Alpha
Mars
Elnath
Beta
Zeta

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